

NUTMEG NOTES

The Nutmeg Chapter of the Studebaker Drivers Club – January 2013

SDC INTERNATIONAL 2016

I have received some very exciting news from Jane Ash from the Ocean Bay Chapter. Although preliminary, it looks like the 2016 International meet will be held in Warwick RI! She has done much of the background work, making contact with a host hotel, getting a list of volunteers, dealing with the SDC, and many other things that go into the preparations. The Ocean Bay Chapter has voted to be the host chapter. What she needs now is our help, that is, those of us in the Nutmeg Chapter. If you have an email address, then she has already contacted you. If you don't have email, let me know and I will get her contact information for you. This is going to be good!

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PRESIDENT'S CORNER

Hello everyone winters here and it is getting serious cold as I write this 8 degrees outside. Now is time to think about spring and the year ahead and our annual meeting at Salernos Restaurant on Saturday February 9 at 1 pm note the day. We would like to set our plans for the next year and elect officers and that will make a good time for your input. We look forward to seeing you there. It seems to have been a tough year for flu and colds I think I spent 3 weeks with an on again off again cold/flu that seems to be over now and finally starting to feel normal again. Those who know me probably do not understand or believe the normal part and they would be correct but I mean health wise.

John

FROM THE EDITOR'S DESK

Here I am, writing another Editors column. As most of you are aware, it is my last one. I have simply run out of gas as far as being the newsletter editor. I'm sure that when we have elections next month that someone will step up and take over for me. I have spoken to John Bajumpaa about it, and he is willing to do it. I am also willing to run for president again, but I would like to see someone new step up! Who is interested? We also need to start our work to host the zone meet in 2014. Who would like to be the meet chairman?

Chip

VEEP VIEWS

Happy New Year to All. Halfway thru the winter and looking forward to Spring. I would like to propose a New Year Resolution for all club members. Each member recruit a new member or contact a nonactive member for the 2013 season. We are an aging club and need some new blood. Come on!

Pete D

SALERNO'S MEETING DAY CHANGE!

The meeting at Salerno's is Saturday February 9th at 1PM. We have moved up one day because Salerno's doesn't open until 4PM on Sundays. As usual, we will be setting our calendar for the year as well as holding elections for club officers. Salerno's is at 1398 Barnum Avenue, Stratford CT (203) 377-2436.



CALENDAR

Some dates are tentative

February 9th – Salerno's in Stratford CT 1PM

February 28th to March 2nd – York Swap Meet in York PA

May – Spring Tour

June 2nd – 4C's Air Museum Show

July picnic site and date - TBA

August 2-4th – Zone Meet in Marlborough MA

October – Fall Tour TBA

December 8th – Christmas Party at McCall's in Andover

ON THE MEND

After years of hobbling and limping, Paul Weir has gotten a knee replacement! Kathy tells me he is doing well, but I'll bet he would appreciate a note, email, or phone call!

DUES, DUES, DUES!!!!!!

Guess what? Your dues are due! If you haven't paid your \$10 for 2013, make sure to send them into Paul Weir. Come on, it's cheap! (Some of you are behind, please make sure you are current!)

INTERESTING ARTICLE

The following article was written by Rob Barclay and published in the North Texas Wheel. Thanks for letting us reprint it Rob.

Nothing like promising to bring back a Good Old American Car to get a boomer's heart pumping, especially if the car is a Packard, or a Studebaker, or a Duesenberg. Who would not be for that! - To see those grand old cars pouring out of idle American factories again, built with good old American know-how by good old American unemployed workers. Don't that get your heart pumping?

Recent history is replete with efforts to revive old automobile brands, with very few success stories. I'm talking about a brand that died or ceased production, whose factory became idle or disappeared for a time. The most successful one that comes to mind is Cord, actually Auburn-Cord-Duesenberg Motor Car Company. In this case though, it was more of a very delayed restart, not a brand new enterprise. Glenn Pray moved what was left of the original company, under Dallas Winslow, to Broken Arrow, OK. He decided to get back into the business by building modern versions of the Auburn Boat-tail Speedsters and a scaled-down version of the modernistic Cord. That enterprise is going still, even after his death in 2011, with several small companies building different versions at scattered locations around the country and in England.

Most efforts at revival, unfortunately, are not so successful, even when attempted by folks who ought to know better.

A recent example is Daimler's attempt to enter the super luxury market (Rolls-Royce territory) with Maybach, the grand old German marque, whose engines powered the Hindenburg Airships. First introduced at the Tokyo Motor show in 2002, the first model debuted in 2003, (6 liter V-12, 604 BHP), with a price tag of \$344,000. They even had the heir to the family name, Ulrich Schmid-Maybach as brand ambassador. After initially estimating sales levels of 2,000 (50% from US) it was shut down in 2010 after selling only 165 units. Other examples abound like Lagonda, a 1930's heart-throbbing tourer from England, revived in the 1970's by Aston Martin. It made Time Magazines '50 of the world's ugliest Cars' list, and sold only 700 units from 1976 to 1990.

Where am I going with this, you might ask? Well, ever since the early 2000's efforts have been underway to bring back the two car brands we at SDC care about – Studebaker, and Packard. I would like to explore these efforts and get us thinking.

Tom Rains procured the rights to the Studebaker name in 2002 after the demise of the Avanti Corporation and launched an effort to re-create the company as a 21st century version of the original. As a motor cycle enthusiast, he planned to start off with motor cycles and scooters, than gradually work into cars and pickups. Ric W. Reed, his successor since 2008 has modified that vision as he said recently: "Over the past four years I wanted to continue with Tom's vision but after a bit of due-diligence, I now understand what it takes for Studebaker to come to fruition. No scooters and no motorcycles at this time (however, I am planning to build them later). For now, we're keeping the formula simple, focusing our energy and resources on passenger cars and pickup trucks. The first model must be definitively Studebaker, and if possible, affordable."

He recently toured South Bend and met with local officials and made a presentation at the Rotary Club. A visit to the Studebaker museum was evidently an eye-opener for him and came away most impressed with what he saw. He attended the SEMA show in November, had technical discussions with ALTe, a Detroit area power train technology firm regarding possible prototyping activities, and with Aero design group in Irvine, CA. Ric is drumming up support for the company, recruiting volunteers to help with running and planning. He calls them his "DAY" volunteers (Dollar a Year). There are plans for a 1st annual company convention in the summer of 2013 and he is looking for prospective investors and partnership funding. According to Ric, this includes at least one offshore investment group. Full coverage of these activities can be seen on the company web site at www.studebakermotorcompany.com

In the world of Packard, Roy Gullickson, engineer, pilot and auto industry veteran, established the Packard Motor Company in the late 1990's and by the early 2000's built and exhibited the Packard Twelve four door prototype at prestigious shows such as Pebble Beach. Touted as an All-American prestige automobile, it features all aluminum frame and body with a V-12, 525 cid aluminum engine and true four wheel drive. The company web site is: www.packardmotorcompany.com For new car brand startups to be successful, like the Tesla all-electric car, it requires a tremendously high price tag to recoup the initial development costs in a reasonable time frame, one to five years. Being at the cusp of new technology also helps attract potential customers willing to fork over an earnest down payment. The fact that Tesla continues to produce cars owes much to the personal appeal of it's new president Elon Musk and his other endeavors such as Space-X, and to the fact that electric cars have fewer, simpler parts.

Whether the Packard Motor Company has the moxie to attract well heeled patriotic Americans to fork over what maybe close to \$250,000+ for their own slice of the American pie is debatable. The company itself has been looking for a buyer since 2007. Mr. Gullickson, in a recent phone conversation, indicated that the company continues to receive revenue from the licensing of the Packard name and sale of specialty trim parts, and continuing interest from potential investors in Saudi Arabia and Brazil. (One argument in this whole question is that income from licensing the name alone could exceed any net profit from any manufacturing operation.)

On the Studebaker front, in spite of Mr. Reed's desire to recreate the company as it once was—offering innovative, reliable, quality products to the general motoring public, he admits that experts in the field are advising him to start with custom built, high- end performance models in order to finance his larger goals. Are there enough old car lovers, rich or other wise, around to take him up on the idea?

Evidence of recent attempts such as Maybach and Lagonda and the present economic climate seems to indicate that successfully reviving Packard or Studebaker is nigh impossible. The required infrastructure for engineering, manufacturing and meeting government regulations would be daunting. However, 3D printing, computer-aided manufacturing, resource management and sourcing (all examples of the **new** American know how), could make it possible. Success in the market place would require that the cars coming out of these revived companies appeal to the present and future markets. Given that the bulk of folks clamoring for the re-birth of these companies are from the generation that remembers them, not the generation in line to buy, will the cache of the name Studebaker, or Packard be enough to make a difference? For Mr. Gullickson and Mr. Reed's sake, we hope so. Could we say 'Time will Tell'?

I have no idea what this is. It was at the International in Lancaster PA
Can anyone identify it?



GOOD INFORMATION!

The following comes from SDC member Dan Dobbins. Thanks Dan!

For those Studebaker owners that actually drive their Studebakers:
Stuff to be kept on the shelf to be used as needed. And they WILL be needed!

Gates Brand Radiator Hoses, available from your local parts house:

V8 Larks and E Series V8 trucks:

Upper #20711-Lower #20603

V8 Hawks & V8 C & K Bodies


Upper # 20406-Lower # 20767

The hoses identified above will require some trimming, but are current numbers and the hoses will be fresh rubber. Use right hand cutting instruments only.

Note that there are no numbers provided for 6 cylinder vehicles.

6 cylinder Studebakers are disposable, like toy pedal cars, and should be thrown away after the 3rd oil change. Only save the parts that can be used on V8s, like Radiators and stuff. (Dan's words, not mine!)

This is one of the invoices I have that was from my grandfather's collection of paperwork. He bought all of his Studebakers there. Anyone else have one?

SAMUEL F. YUDKIN		EDWARD F. YUDKIN	
		ANSONIA GARAGE	
Clifford R. Spencer 206 Westfield Ave. Ansonia, Conn. PHONE 1760		"Where Service Counts Most" 104 CENTRAL STREET ANSONIA, CONN. Jan. 25, 1941	
		FEDERAL MOTOR TRUCKS	
1-1941 Studebaker President Cruising Sedan with deluxe equipment			\$1255.00
Sr. #7141992	Motor #B-48311		
Body #70W-3-773	Ignition and door key #47413		
Compartment and trunk #81326			
1 Climatizer with defroster			35.00
Overdrive transmission			50.00
1 Set of seat covers			15.00
Credit allowance for clock			12.50
Allowance on 1937 Studebaker Pres. Sedan			550.00
Motor #17977			792.50
			Nº 1212 C

Paid
1/25/41 Ansonia Garage
by E. F. Yudkin

NUTMEG CHAPTER MEMBERSHIP APPLICATION

Chapter membership is \$10/year which includes the newsletter. Please send your dues to Paul Weir. Make sure you fill out the form completely. To respect your privacy, you can opt to not have personal information on the public membership list. Just check the line you do not want to be made public.

PLEASE PRINT

Name _____
Spouse Name _____
Address _____ City _____ State _____
Home Phone _____ Cell _____ Fax _____
Email address _____
SDC Membership# _____ (SDC Membership is required)
Your birthday _____ Spouse's birthday _____
Studebakers you own _____

Chip Dayton
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